

Applicant: Skywest Airlines
FCC File Number 0378-EX-CN-2017

Exhibit 2
NTIA Manual Section 8.3.28

- a. Individual authorization is for indoor use to only, and is required for each at a specific site.
The equipment, when installed, and the location coordinates are provided on the FCC Form 442 and Exhibit 1.
- b. Applications for frequency assignment should be applied for as an XT station class with a note indicating the device is to be used as an “Experimental RNSS Test Equipment for the purpose of testing GPS receivers” and describing how the device will be used.
The hangar is constructed entirely of metal and attenuates the GPS signals to a level below the useable threshold of the aircraft navigation systems. The addition of a GPS Re-radiation system will provide service technicians to verify proper installation and operation of the aircraft navigation systems with needing to move the aircraft out the hangar. The time and expense required to shuffle aircraft around inside the hangar in order to move an aircraft in and out of the hanger with a tug can add up quickly.
- c. Approved applications for frequency assignment will be entered in the GMF.
Not applicable.
- d. The maximum length of the assignment will be two years, with possible renewal.
The Application for Authorization requests a 24 month duration.
- e. The area of potential interference to GPS reception has to be under the control of the user.
The low power of re-radiation equipment will not exceed the SkyWest Airlines Hanger, picture attached as Exhibit 3. (Picture depicting building and area of operation with GPS equipment). Only employees and visitors, pre-authorized, are permitted access to this area.
- f. The maximum equivalent isotropically radiated power (EIRP) must be such the calculated emissions are no greater than -140 dBm/24 MHz as received by an isotropic antenna at a distance of 100 feet / 30 meters from the building where the test is being conducted. The calculations showing compliance with this requirement must be provided with the application for frequency assignment and should be based on free space propagation with no allowance for attenuation (e.g., building attenuation.)
The GLI-METRO-G equipment will be configured via the front panel setting for an output power of -75 dBm into a 24 MHz bandwidth, resulting in a signal level of -135.69 dBm/24 MHz at a distance of 100 feet from the building where the test is being conducted. Calculations are included in Exhibit 4.

- g. GPS users in the area of potential interference to GPS reception must be notified that GPS information may be impacted for periods of time.
The low power of re-radiation equipment will not exceed the SkyWest Airlines Hanger, picture attached. Only employees and visitors, pre-authorized, are permitted access to this area.
- h. The use is limited to activity for the purpose of testing RNSS equipment/systems.
The experimental RNSS Test Equipment will be used for the purpose of testing RNSS systems installed onboard aircraft parked inside the Hanger/Training facility in Salt Lake City, Utah.
- i. A “Stop Buzzer” point of contact for the authorized device must be identified and available at all times during GPS re-radiator operations.

Primary Stop Buzzer POC:

Paul Accordino, Manager

Work Phone: 435-634-3491

Mobile: 435-668-1571

E-mail: PAccordino@skywest.com

Secondary Stop Buzzer POC:

Carol Sorensen

Work Phone: 435 634-3491

Mobile: 435-632-0799

E-Mail: csorensen@skywest.com